

**2003**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**203**  
Town of Crewe

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wve Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
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2003  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of Crewe

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Crewe																
49	0.15	2900	N	From:	SCL Crewe				N	0.095	N	0.563	3000	N	2003	
				To:												
49 460	1.80	11000	G	From:	S US 460				F	0.092	F	0.514	11000	G	2003	
				To:												
49	0.34	2200	G	From:	N US 460				C	0.097	F	0.527	2200	G	2003	
				To:	NCL Crewe											
460	0.76	9700	N	From:	WCL Crewe				N	0.086	N	0.529	9600	N	2003	
				To:												
460	1.80	11000	G	From:	W SR 49				F	0.092	F	0.514	11000	G	2003	
				To:												
460	0.70	10000	G	From:	E SR 49				F	0.085	F	0.572	10000	G	2003	
				To:	ECL Crewe											
607 87	0.21	460	N	From:	SCL Crewe				N	0.101	N	0.617	460	N	2003	
				To:												
607 87	0.29	440	R	From:	US 460 West				NA			NA		1999		
				To:	67-630											
618 87	Carter St	0.14	2500	F	From:	US 460				C	0.104	F	0.642	2600	F	2003
					To:	67-1009 Tennesse Ave										
618 87		0.14	1400	G	From:	67-1009				F	0.093	F	0.508	1400	G	2003
					To:	67-1011										
618 87		0.13	1300	G	From:	97% 1% 1% 1% 1% 0%				C	0.098	F	0.537	1300	G	2003
					To:	67-619; 67-1025										
618 87		0.29	1100	G	From:					NA			1100	G	2003	
					To:	67-1008										
618 87		0.18	830	G	From:					0.094	F	0.524	840	G	2003	
					To:	ECL Crewe										
619 87		0.25	1900	G	From:	67-618; 67-1025				F	0.096	F	0.58	1900	G	2003
					To:	NCL Crewe										
630 87		0.50	150	N	From:	WCL Crewe				N	0.11	N	0.625	150	N	2003
					To:											
630 87		0.35	450	G	From:	67-607				F	0.12	F	0.539	450	G	2003
					To:	SR 49 West										
630 87		0.13	640	G	From:	SR 49 East				F	0.117	F	0.612	640	G	2003
					To:	67-1044										
630 87		0.28	240	G	From:	96% 3% 1% 0% 0% 0%				C	0.137	F	0.594	240	G	2003
					To:	NCL Crewe										
1001 87	E. Carolina Avenue	0.24	310	G	From:	67-1038 Country Club Rd				F	0.11	F	0.567	310	G	2003
					To:	67-1021 Third St										
1001 87		0.24	610	G	From:	97% 1% 1% 0% 0% 0%				F	0.111	F	0.6	610	G	2003
					To:	67-1023										
1001 87		0.17	970	G	From:	97% 1% 1% 0% 0% 0%				F	0.123	F	0.617	970	G	2003
					To:	67-1025										
1001 87	Carolina Ave	0.08	1500	G	From:	67-1025 Tyler St				C	0.126	F	0.519	1500	G	2003
					To:	67-618 Carter St										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Crewe																
1001 67	0.16	1100	G	From:	67-618 Carter St					F	0.117	F	0.681	1100	G	2003
				To:	67-1027											
1001 67	0.28	1000	G	From:	67-1027					F	0.118	F	0.672	1000	G	2003
				To:	67-1033											
1001 67	0.59	890	G	From:	67-1033					F	0.113	F	0.612	890	G	2003
				To:	67-1042											
1001 67	0.25	630	G	From:	67-1042					F	0.122	F	0.607	630	G	2003
				To:	67-1044											
1002 67	0.07	470	R	From:	US 460						NA			NA		1999
				To:	67-1001											
1002 67	0.27	330	R	From:	67-1001						NA			NA		1999
				To:	67-630											
1003 67	0.09	30	R	From:	67-1002						NA			NA		1999
				To:	67-1044											
1005 67	0.30	100	N	From:	SCL Crewe						NA			NA		1999
				To:	US 460											
1005 67	0.07	340	R	From:	US 460						NA			NA		1999
				To:	67-1001											
1005 67	0.07	340	R	From:	67-1001						NA			NA		1999
				To:	67-1009											
1005 67	0.20	260	R	From:	67-1009						NA			NA		1999
				To:	67-1046											
1005 67	0.07	100	R	From:	67-1046						NA			NA		1999
				To:	Dead End											
1007 67	0.28	160	R	From:	67-619						NA			NA		03/11/2002
				To:	67-1008											
1008 67	0.06	30	R	From:	67-618 Carter St						NA			NA		03/11/2002
				To:	67-1007											
1009 67	0.08	230	R	From:	67-1027; 67-1028						NA			NA		1999
				To:	67-1026											
1009 67	0.34	410	R	From:	67-1026						NA			NA		1999
				To:	67-1023											
1009 67	0.37	290	R	From:	67-1023						NA			NA		1999
				To:	67-1005											
1009 67	0.13	190	R	From:	67-1005						NA			NA		1999
				To:	67-1038											
1010 67	0.08	160	R	From:	67-1027						NA			NA		1999
				To:	67-1026											
1010 67	0.25	190	R	From:	67-1026						NA			NA		1999
				To:	67-1024											
1010 67	0.22	190	R	From:	67-1024						NA			NA		1999
				To:	67-1022											
1010 67	0.07	50	R	From:	67-1022						NA			NA		1999
				To:	Dead End: Gap Terminus											



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						2Axle	3+Axle	1Trail	2Trail							
Town of Crewe																
1010 67	0.13	80	R	From	67-1021 Gap Terminus						NA			NA		1999
				To	67-1005											
1011 67	0.40	580	R	From	67-1026						NA			NA		03/18/2002
				To	Dead End; Gap Terminus											
1011 67	0.10	60	R	From							NA			NA		03/18/2002
				To	67-1005											
1012 67	0.07	230	R	From	67-1030						NA			NA		03/18/2002
				To	67-1028 Gap Terminus											
1012 67	0.09	70	R	From	67-1027 Gap Terminus						NA			NA		03/18/2002
				To	67-1026											
1013 67	0.22	160	R	From	67-1028						NA			NA		03/18/2002
				To	67-1026											
1013 67	0.09	170	R	From							NA			NA		03/18/2002
				To	67-618 Carter St											
1014 67	0.27	180	R	From	Dead End						NA			NA		03/18/2002
				To	67-1026											
1015 67	0.17	180	R	From	67-619						NA			NA		03/11/2002
				To	67-1039											
1015 67	0.06	20	R	From							NA			NA		03/11/2002
				To	Dead End											
1016 67	0.08	60	R	From	Dead End						NA			NA		03/11/2002
				To	67-1019											
1016 67	0.10	140	R	From							NA			NA		03/11/2002
				To	67-1025											
1017 67	0.10	80	R	From	67-1019						NA			NA		03/11/2002
				To	67-1025											
1018 67	0.09	230	R	From	67-1011						NA			NA		03/18/2002
				To	67-1019											
1019 67	0.07	110	R	From	67-1018						NA			NA		03/11/2002
				To	67-1017											
1019 67	0.05	60	R	From							NA			NA		03/11/2002
				To	67-1016											
1020 67	0.06	190	R	From	US 460						NA			NA		03/18/2002
				To	67-1023											
1020 67	0.34	190	R	From							NA			NA		03/18/2002
				To	67-1005											
1021 67	0.21	210	R	From	67-1020						NA			NA		03/18/2002
				To	67-1009											
1021 67	0.07	100	R	From							NA			NA		03/18/2002
				To	67-1010											
1022 67	0.06	600	R	From	67-1020						NA			NA		1999
				To	US 460											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Crewe																
1022 67	0.14	790	R	From:	US 460					NA			NA		1999	
1022 67	0.26	740	R	To: From:	67-1009					NA			NA		1999	
1022 67	0.03	390	R	To: From:	67-1047					NA			NA		1999	
1022 67	0.03	230	R	To: From:	67-1050					NA			NA		1999	
				To:	Dead End											
1023 67	0.05	190	R	From:	67-1020					NA			NA		03/18/2002	
1023 67	0.34	320	R	To: From:	US 460					NA			NA		03/18/2002	
1023 67	0.06	70	R	To: From:	67-1046					NA			NA		03/18/2002	
				To:	67-1047											
1024 67	0.07	120	R	From:	67-1048					NA			NA		02/20/2002	
1024 67	0.14	70	R	To: From:	US 460					NA			NA		03/18/2002	
1024 67	0.06	180	R	To: From:	67-1009					NA			NA		03/18/2002	
				To:	67-1010											
1025 67	0.14	1400	R	From:	US 460					NA			NA		1999	
1025 67	0.24	1700	R	To: From:	67-1009					NA			NA		1999	
1025 67	0.05	2000	R	To: From:	67-1016					NA			NA		1999	
				To:	67-618; 67-619											
1026 67	0.07	950	R	From:	US 460					NA			NA		1999	
1026 67	0.43	480	R	To: From:	67-1001					NA			NA		1999	
				To:	67-619											
1027 67	0.14	500	R	From:	US 460					NA			NA		03/18/2002	
1027 67	0.10	300	R	To: From:	67-1009; 67-1028					NA			NA		03/18/2002	
1027 67	0.14	190	R	To: From:	67-1012					NA			NA		03/18/2002	
				To:	67-1014											
1028 67	0.16	320	R	From:	67-1009; 67-1027					NA			NA		03/20/2002	
				To:	67-1013											
1029 67	0.18	150	R	From:	67-1001; 67-1032					NA			NA		03/18/2002	
				To:	67-1028											
1030 67	0.06	120	R	From:	67-1001					NA			NA		03/18/2002	
1030 67	0.07	60	R	To: From:	67-1029					NA			NA		03/18/2002	
				To:	67-1012											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Crewe																
1031 67	0.07	60	R	From:	US 460					NA			NA		03/18/2002	
				To:	67-1001											
1032 67	0.07	80	R	From:	US 460					NA			NA		03/18/2002	
				To:	67-1001; 67-1029											
1033 67	0.07	200	R	From:	US 460					NA			NA		03/18/2002	
				To:	67-1001											
1033 67	0.29	390	R	From:						NA			NA		03/18/2002	
				To:	Dead End											
1034 67	0.07	120	R	From:	US 460					NA			NA		03/18/2002	
				To:	67-1001											
1034 67	0.07	47	R	From:						NA			NA		03/18/2002	
				To:	Dead End											
1035 67	0.20	80	R	From:	US 460					NA			NA		03/20/2002	
				To:	OLD NCL Crewe											
1036 67	0.07	80	R	From:	US 460					NA			NA		03/20/2002	
				To:	67-1001											
1037 67	0.07	180	R	From:	US 460					NA			NA		03/20/2002	
				To:	67-1001											
1038 67	0.07	660	R	From:	US 460					NA			NA		03/18/2002	
				To:	67-1001											
1038 67	0.07	390	R	From:						NA			NA		03/18/2002	
				To:	67-1009											
1038 67	0.16	130	R	From:						NA			NA		03/18/2002	
				To:	Dead End											
1039 67	0.07	60	R	From:	67-618 Carter St					NA			NA		03/11/2002	
				To:	67-1007											
1039 67	0.08	49	R	From:						NA			NA		03/11/2002	
				To:	67-1015											
1040 67	0.35	90	R	From:	67-1002					NA			NA		1999	
				To:	67-1043											
1041 67	0.13	90	R	From:	US 460					NA			NA		03/20/2002	
				To:	67-1040											
1042 67	0.13	110	R	From:	US 460					NA			NA		03/20/2002	
				To:	67-1040											
1043 67	0.13	290	R	From:	35-460					NA			NA		1999	
				To:	67-1040											
1044 67	0.41	340	R	From:	67-630					NA			NA		03/20/2002	
				To:	US 460											
1046 67	0.04	60	R	From:	Dead End					NA			NA		03/18/2002	
				To:	67-1005											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Crewe																
<div>1046</div> <div>67</div>	0.37	130	R	From:	67-1005					NA			NA		03/18/2002	
				To:	67-1023											
<div>1047</div> <div>67</div>	0.12	60	R	From:	67-1023					NA			NA		03/18/2002	
				To:	67-1022											
<div>1048</div> <div>67</div>	0.06	30	R	From:	Dead End					NA			NA		02/20/2002	
				To:	67-1024											
<div>1048</div> <div>67</div>	0.04	40	R	From:						NA			NA		02/20/2002	
				To:	Dead End											
<div>1050</div> <div>67</div>	0.07	90	R	From:	Dead End					NA			NA		03/18/2002	
				To:	67-1022											